

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VI. C.

From: Mark Nolan, AICP, Transportation Planner

Action ☒

Date: November 20, 2014

Discussion ☐

Information ☐

Subject: Traffic Safety Committee Report of November 5, 2014

Action Requested:

Review and recommend Traffic Safety Committee (TSC) Report of Wednesday November 5, 2014, be forwarded to City Council for approval.

Information / Background:

It is not anticipated that residents will be in attendance at the meeting. An overview of the comments from the Edina Transportation Commission (ETC) will be included in the staff report provided to Council for their December 16, 2014 meeting.

Attachments:

Traffic Safety Committee Report for November 5, 2014.

Traffic Safety Committee Report

Wednesday, November 5th, 2014

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on November 05. The City Engineer, a Police Sergeant, Transportation Planner, Traffic Safety Coordinator, City Planning representative, and the Director of Public Works were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons involved have been contacted and staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, they can be included on the November 20 Edina Transportation Commission and the December 16 City Council agenda.

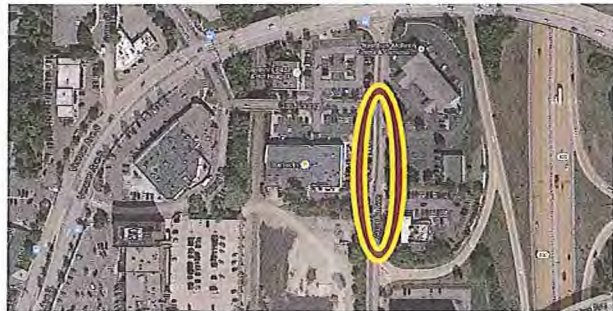
Section A: Items on which the Traffic Safety Committee recommends action

A1. Request for mitigation of drive-thru queue on Arcadia, from Starbucks

The requestor states that the Starbucks' drive-thru queue consistently is long enough for cars to be stopped on city streets, both Arcadia and Gus Young Lane. The requestor feels that this is an issue because the road is not wide enough for queued cars to be passed on their side of the centerline, and this leads to drivers crossing a double yellow line, violating expectations from drivers. In site visits queues were present in both directions, with both left-turning (northbound) and right-turning (southbound) queues appearing on their respective right hand sides of the roadway. In discussions with property management and Starbucks management, it was made clear that they were aware of the issue and had exhausted all their possibilities in dealing with the situation. Arcadia has 1186 AADT just north of this location, and Gus Young Lane has 4275 AADT in this location, with 85th-percentile speeds of 20 and 22 mph respectively. Arcadia in this location is 29.5 feet wide.



Photo : Arcadia, looking south



Map : Queuing along Arcadia

After review, staff recommends increased police enforcement and ticketing any driver who is illegally passing.

A2. Request for reduction in speeds and clarity on where lanes are present on Edina Industrial Boulevard

This request was reopened by a business owner at Metro Boulevard and Edina Industrial Boulevard. The requestor states that high speeds are common along Edina Industrial Boulevard from 78th Street to Metro Boulevard, with many people using the street as if it were four-lanes wide instead of two. This request had previously been considered a D item due to possible resurfacing and restriping the road at that time. The resurfacing is no longer planned. A radar study was performed on Edina Industrial Blvd and it was found that the 85th-percentile speed was 38 mph eastbound, with top speeds exceeding 50 mph. The road is 42.5 feet wide in this location, with no parking on either side having 21 foot wide driving lanes in each direction. This segment is designated to be a future primary bicycling route.



Photo : Edina Industrial Boulevard, looking east



Map : Edina Industrial Boulevard 2 lane segment

After review, staff recommends striping shoulder lanes (“fog lines”) in each direction on Edina Industrial Boulevard in order to delineate where the road narrows to one lane in each direction. This work is anticipated to be completed in the spring of 2015.

A3. Request for a reduction in traffic speeds on Wooddale at 60th Street

The requestor originally asked for a stop sign to control speeds on Wooddale. When the requestor was informed that such a request would not be approved due to city policy the request was altered to be for a speed study on Wooddale and to see if any traffic calming measures could be done. Weekday 85th-percentile speed was 33.8 mph; weekend 85th-percentile speeds exceeded 35 mph. Wooddale is a dedicated bike route with sharrows. Wooddale has a weekday volume of 3570 AADT, sidewalk on one side, and a width of 32 feet.

After review staff recommends enforcement in this location.



Photo : Wooddale at 60th, looking north



Map :60th and Wooddale

Section B : Items on which the Traffic Safety Committee recommends denial.

B1. Request for a “Curve Ahead” sign on Lincoln Drive

This request concerns a slight curve on Lincoln Drive. The requestor feels that the corner is not apparent and should have a warning sign to prevent drivers from driving off the road, particularly at night. The curve is very slight, and has a design speed of 43 mph according to AASHTO (American Association of State Highway and Transportation Officials) guidelines. Other curves in this area have warning signs, however they are much sharper curves. Lincoln Drive has 2733 AADT and an 85th-percentile speed of 38.3 mph north of the curve.



Map : The Lincoln drive curve in question

After review staff recommends denial of this request. This decision was based on the speed limit at this location, and design speed of the curve.

B2. Request for clarification for “When Children Are Present,” placards around Cornelia School, and enforcement of speed limits

This request concerns drivers who may be driving unsafely around Cornelia School due to confusion with the reduced speed limits when “Children Are Present”. An Edina Police Sergeant has explained when children are present as “... if children are arriving or leaving school during opening or closing hours, or during recess periods, then children are considered present”¹. Recent counts in the area suggest that the speed limit without these restrictions is being obeyed, with 85th-percentile speeds below 30 mph on weekdays; however speeds at specific times and the presence of children were unavailable data points.



Photo : Sign on Cornelia



Map : Cornelia School

After review, staff recommends not placing additional signage at this location. However, clarification of “When Children Are Present” was communicated with the requestor and police will continue to monitor the area.

¹ Harlow, Tim. Star Tribune, “The Drive: If children present, rules on speed zones rule”. April 7th, 2014. Accessed online at <http://www.startribune.com/local/254114111.html>, October 31st.

B3. Request for signs to direct parking from Gleason Court to the Bredesen Park parking lot

The requestor states that it is common for the entryway to Gleason Court to be filled with parked cars, and that these cars are not visitors to neighbors but are using the cul-de-sac as an alternative to the parking lot for Bredesen Park. The requestor also noted that he did not believe parking in the cul-de-sac overall to be an issue and did not wish to restrict parking near the entry for residents or guests. In site visits, few vehicles have been seen parked along this area, and none were close enough to influence turning into the cul-de-sac from Gleason Road. Gleason Court is about thirty feet wide along its entire length.

After review, staff recommends denial of this request. This decision was based on the width of the roadway in this location, and to avoid sign clutter. The requestor was further informed that he may report anyone parked within thirty feet of the intersection.



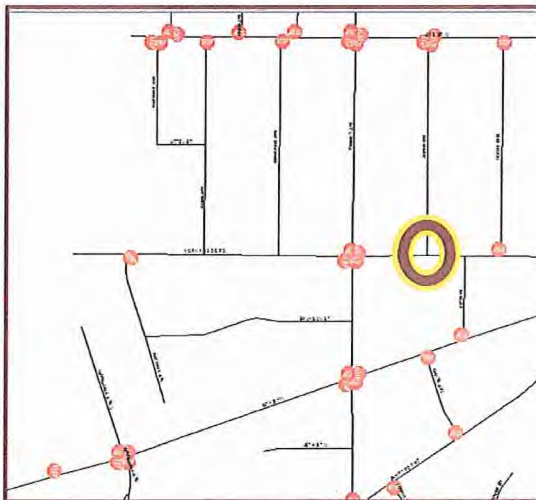
Photo : Vehicle parked near entryway



Map : Entrance to Gleason Ct. off Gleason Rd.

B4. Request for stop sign on Alden at Morningside

This request comes from a resident on Morningside, who believes that drivers speed down Alden and turn onto Morningside at high speed. This makes it difficult for the requestor to back out of the driveway of the residence the requestor occupies. The request for a stop sign was seen as a solution to allow for larger gaps for leaving the driveway. Other solutions were also proposed, and were seen as able to help the scenario, such as bringing the trash cans further into the driveway. A preconstruction count along Alden showed an AADT of 257 and an 85th-percentile speed of 22.3 mph. There are no reported accidents in this location. Warrants for stop signs are attached in appendix A.



Map : Traffic Control in the area

After review, staff recommends denial of this request. This decision was due to not meeting warrants for a stop sign.



Photo : Alden at Morningside, looking north

B5. Request for prohibition on using driveways as U-Turns in the city, discourage use of a specific driveway

The requestor states that many people turn around in her driveway, which is the 3rd off of a major roadway on a side street. In the request it was stated that many people pull their entire vehicles into the driveway, just to back out into a three-point turn. Requestor further asked if placing a cone or trash bin in the center of her driveway would be acceptable to the city, and called back to report people had been getting out of their cars and moving the obstruction to turn around in the driveway. The requestor was also curious as to any other steps that may be taken to reduce the amount of U-Turns in the driveway.

After review, staff recommends denial of this request. When she asked, the requestor was informed that it is not illegal for her to continue to obstruct her driveway.

B6. Request for lowering the speed limit and for traffic calming on Tracy Avenue, at Brook Dr.

The requestor states that cars often drive very quickly down this street, and the requestor is concerned about the children boarding buses for school. A 2013 count found that the 85th-percentile speed in this location along Tracy was 30.7 mph, with a volume of 1667 AADT. There is no sidewalk along Tracy in this location; however it is on the proposed Sidewalk Facilities Map. Tracy Ave. is 30 feet wide.



Map : Tracy and Brook

After review, staff recommends denial of this request. This decision was based primarily on speeds only slightly over the speed limit.



Photo : Tracy at Brook, looking north

Section C: Items on which the Traffic Safety Committee recommends more study

C1. Request for a “No Right Turn on Red” restriction on Cecelia Circle/ Delaney Boulevard at 78th Street

This request comes from a property owner on 78th Street, who says tenants in the building have trouble turning out of the driveway due to Cecelia traffic turning right on red, removing gaps. A gap study was performed, and during evening rush hour left turns would have been restricted such that acceptable gaps would not be present for 5 minutes. However, this lack of gaps was not due to right on red, but instead due to the queue from the light at 78th and Cahill blocking the property’s driveway. When vehicles were exiting the driveway, vehicles in the queue were courteous and allowed exiting vehicles to turn.

After review, staff recommends further study of this location. This will include a study of the intersection of Cahill Road and 78th Street, as well as a further counts of right turns from Cecelia Circle.



Map : 78th Street, between Cecelia and Cahill



Photo : 78th Street, looking east from Cecelia

D Items : Other Traffic Safety Issues Handled

D1. Business along Lincoln Drive requested advice on better strategies for public safety to find and access their building. The Traffic Safety Coordinator and Fire Marshal reviewed the current signage and found that it was compliant with regulations. A monument was suggested as a possibility to increase visibility.

D2. Resident noted that during repaving, in pavement lights along the Promenade at Hazelton were partially obstructed or paved over. Pictures were taken of the issue, and were sent to the Streets Supervisor for cleaning.

D3. Further study of Valley View Road speeds, east of Tracy was requested. The study found that the mitigation installed earlier in the year was having little effect on speeds, with the 85th-percentile speeds of 38 mph. Police already patrol heavily in this area, and the "Your speed is..." trailer was placed at this location.

D4. This request was for trimming of neighbor's trees and plantings along Parkwood Road that have grown into the street and obstruct the view from the driveway. The request was forwarded to the city forester.

D5. A request was received to investigate the light timing of Valley view Road and 66th Street. Electricians informed the Traffic Safety Coordinator that the light was running on a fixed cycle as the new actuation technology was installed. The light is now back to actuated timings.

D6. A request was received for adding a signal to York at Parklawn Avenue to facilitate left turns. This request was forwarded to Hennepin County who controls signals along York, and they are investigating. We have a traffic study that details when.

Appendix A

Stop Sign Warrants,

Edina City Policy

1. The provisions of the Minnesota Manual on Uniform Traffic Control Devices (MUTCD) shall be followed.
2. Relevant speed, volumes, accident records and sight obstructions shall be reviewed when considering the installation of a stop sign.
3. Absent engineering data which clearly indicates the need for a stop sign, a residential intersection should be left uncontrolled.
4. If an intersection experiences five (5) or more right angle accidents in a three (3) year period, stop signs should be considered.
5. If the presence of a sight obstruction is contributing to accidents at an intersection, removal of the sight obstruction should be sought before considering a stop sign.
6. If the 85th percentile speed on any leg of an intersection is more than five (5) MPH over the posted speed limit, a stop sign should be considered for the intersecting street.
7. If traffic volumes exceed 1,000 vehicles per day on each of the intersecting streets, stop signs should be considered.
8. Residential stop signs shall not be installed in an attempt to control speed.
9. Residential stop signs shall not be installed in an attempt to control volume.

State Warrants

Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
- B. Number and angle of approaches;
- C. Approach speeds;
- D. Sight distance available on each approach; and
- E. Reported crash experience.

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. A street entering a designated through highway or street; and/or
- C. An unsignalized intersection in a signalized area.

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;

- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

YIELD or STOP signs should not be used for speed control.

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.8 and 2B.9).

The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.